

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Previously presented) An exhaust emission control device of an internal combustion engine, comprising:
  - a CO oxidation catalyst; and
  - a H<sub>2</sub>O trap disposed upstream of and close to the CO oxidation catalyst so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst, the H<sub>2</sub>O trap being supported separately from the CO oxidation catalyst.
2. (Previously Presented) An exhaust emission control device of an internal combustion engine, comprising:
  - an underfloor catalyst wherein a CO oxidation catalyst and a H<sub>2</sub>O trap are coated on a support, so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst; and
  - a HC trap disposed upstream of the H<sub>2</sub>O trap.
3. (Original) An exhaust emission control device of an internal combustion engine according to claim 2, wherein the H<sub>2</sub>O trap is disposed upstream of the CO oxidation catalyst.
4. (Original) An exhaust emission control device of an internal combustion engine according to claim 2, wherein the H<sub>2</sub>O trap and the CO oxidation catalyst are coated on the support while the both are overlapped layer-wise on each other.
5. (Original) An exhaust emission control device of an internal combustion engine according to claim 4, wherein the H<sub>2</sub>O trap is disposed as the upper layer and the CO oxidation catalyst is disposed as the lower layer.

6. (Original) An exhaust emission control device of an internal combustion engine according to claim 2, wherein the H<sub>2</sub>O trap and the CO oxidation catalyst are mixed with each other.

7. (Original) An exhaust emission control device of an internal combustion engine according to claim 1, wherein the CO oxidation catalyst has low temperature light-off characteristics.

8. (Original) An exhaust emission control device of an internal combustion engine according to claim 1, further comprising a secondary air supply unit disposed upstream of the H<sub>2</sub>O trap.

9. (Original) An exhaust emission control device of an internal combustion engine according to claim 1, further comprising a HC trap disposed upstream of the H<sub>2</sub>O trap.

10. (Original) An exhaust emission control device of an internal combustion engine according to claim 1, further comprising:

a secondary air supply unit disposed upstream of the H<sub>2</sub>O trap; and

a HC trap disposed upstream of the secondary air supply unit.

11. (Previously presented) An exhaust emission control device of an internal combustion engine, comprising:

a low temperature light-off CO oxidation catalyst;

a H<sub>2</sub>O trap disposed upstream of and close to the CO oxidation catalyst so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst, the H<sub>2</sub>O trap being supported separately from the CO oxidation catalyst;

a secondary air supply unit disposed upstream of the H<sub>2</sub>O trap; and

a HC trap disposed upstream of the secondary air supply.

12. (Previously presented) An exhaust emission control device of an internal combustion engine, comprising:

an underfloor catalyst wherein a low temperature light-off CO oxidation catalyst and a H<sub>2</sub>O trap are coated on a support, so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the low temperature light-off CO oxidation catalyst;

a secondary air supply unit disposed upstream of the underfloor catalyst; and  
a HC trap disposed upstream of the secondary air supply.

13. (New) An exhaust emission control device of an internal combustion engine according to claim 1, wherein the H<sub>2</sub>O trap is disposed upstream of and close to the CO oxidation catalyst and so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst to attain an early activation of the CO oxidation catalyst.

14. (New) An exhaust emission control device of an internal combustion engine according to claim 2, wherein the underfloor catalyst is so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst to attain an early activation of the CO oxidation catalyst.

15. (New) An exhaust emission control device of an internal combustion engine according to claim 11, wherein the H<sub>2</sub>O trap is disposed upstream of and close to the CO oxidation catalyst and so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst to attain an early activation of the CO oxidation catalyst.

16. (New) An exhaust emission control device of an internal combustion engine according to claim 12, wherein the underfloor catalyst is so dimensioned that adsorption heat and condensation heat of H<sub>2</sub>O contribute to a rise in temperature of the CO oxidation catalyst to attain an early activation of the CO oxidation catalyst.